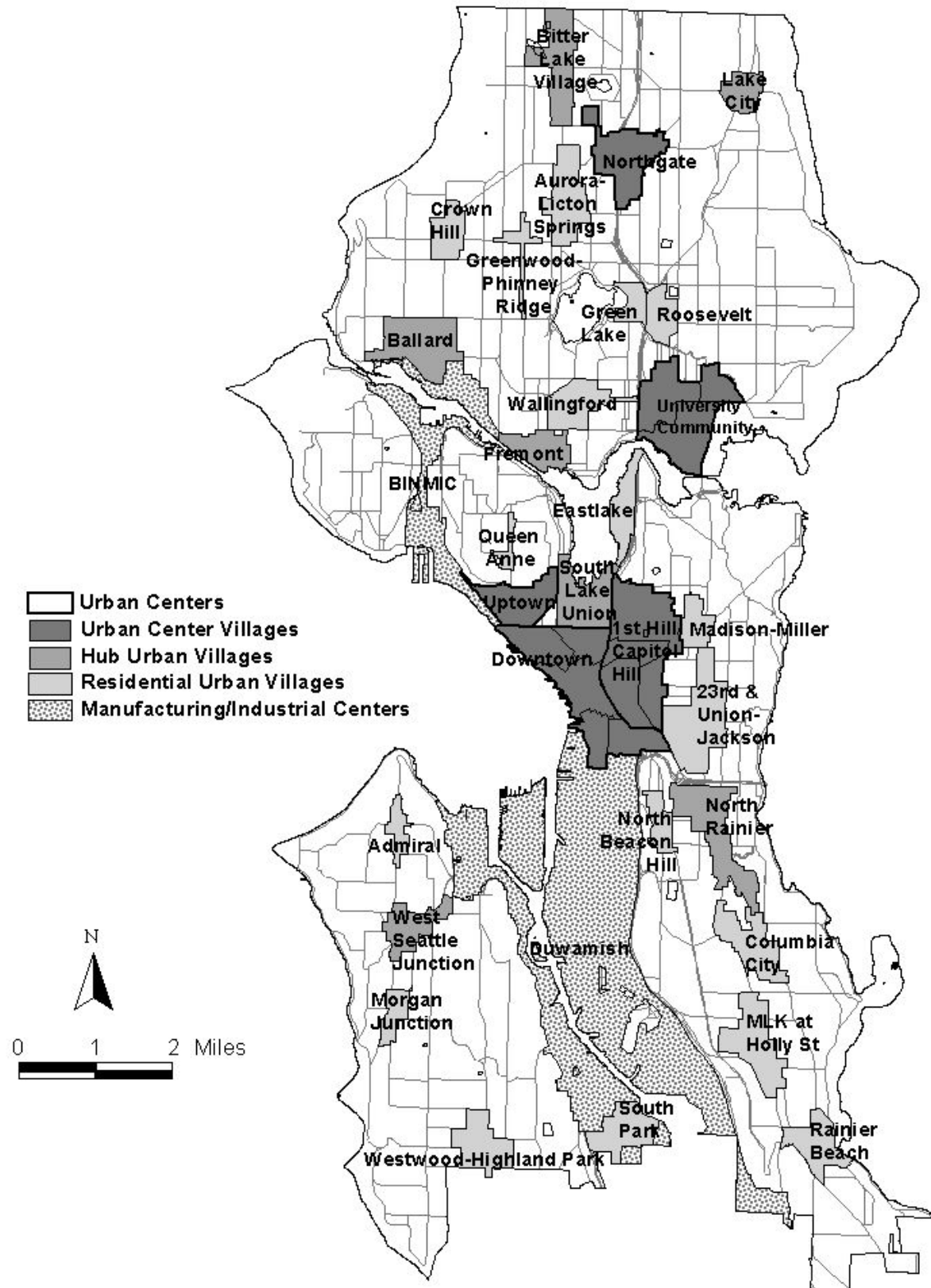


APPENDIX 1: Net Housing Unit Growth in Urban Centers and Villages

	Net Units Built 1995-2002	20-Year Growth Target (1995- 2015)	% of Growth Target Achieved	Unbuilt units in Issued Building Permits*
Urban Centers	8,231	26,700	31%	1,449
1st Hill/Capitol Hill Urban Center	2,040	5,540	37%	410
<i>12th Avenue</i>	836	540	155%	2
<i>First Hill</i>	412	2,400	17%	161
<i>Capitol Hill</i>	400	1,980	20%	87
<i>Pike/Pine</i>	392	620	63%	160
Downtown Urban Center	4,641	14,700	32%	719
<i>Belltown</i>	2,752	6,500	42%	248
<i>Chinatown-International District</i>	524	1,300	40%	57
<i>Commercial Core</i>	1,011	1,300	78%	62
<i>Denny Triangle</i>	293	3,500	8%	306
<i>Pioneer Square</i>	61	2,100	3%	46
Northgate Urban Center	168	3,000	6%	0
University Urban Center	648	2,110	31%	130
<i>University District Northwest</i>	528	1,630	32%	-18
<i>Ravenna</i>	139	480	29%	147
Uptown Urban Center	734	1,312	56%	190
Hub Urban Villages	2,108	9,000	23%	1,424
Ballard	407	1,520	27%	477
Bitter Lake Village	203	1,260	16%	72
Fremont	168	820	20%	142
Lake City	471	1,400	34%	63
North Rainier	118	1,200	10%	21
South Lake Union	370	1,700	22%	371
West Seattle Junction	371	1,100	34%	278

Urban Centers and Villages



	Net Units Built 1995-2002	20-Year Growth Target (1995-2015)	% of Growth Target Achieved	Unbuilt units in Issued Building Permits*
Residential Urban Villages	3,311	9,000	37%	651
23rd & Union-Jackson	544	900	60%	239
Admiral	212	340	62%	1
Aurora-Licton Springs	336	900	37%	50
Columbia City	50	740	7%	-105 ¹
Crown Hill	47	310	15%	1
Eastlake	289	380	76%	52
Green Lake	93	400	23%	17
Greenwood-Phinney Ridge	177	350	51%	243
MLK at Holly St	240	800	60%	-124 ²
Madison-Miller	496	400	62%	164
Morgan Junction	38	300	13%	5
North Beacon Hill	36	550	7%	19
Queen Anne	69	300	23%	15
Rainier Beach	71	740	10%	8
Roosevelt	56	340	16%	5
South Park	74	350	21%	1
Wallingford	400	200	200%	22
Westwood-Highland Park	83	700	12%	38
Outside Centers and Villages	4,875	15,300	32%	1,836
Total Citywide Housing Change	13,646	59,962	31%	3,015

* as of 1/1/2003

¹ These demolitions are related to the Seattle Housing Authority's redevelopment of the Rainier Vista garden community. The final project will add over 500 units to Columbia City.

² These demolitions are related to the Seattle Housing Authority's redevelopment of the Holly Park garden community. The final project will add over 500 units to MLK @ Holly.

APPENDIX 2: Covered Employment in Centers and Villages

	Jobs			Change 1995-2001	20-Year Growth Target (1995-2015)	% of Growth Target
	1995	2000	2001			
Urban Centers	226,959	272,113	268,860	18%	95,500	44%
Downtown	140,334	174,528	168,830	20%	62,700	45%
Belltown	17,539	22,997	23,209	32%	4,500	126%
Denny Triangle	16,279	20,356	20,142	24%	23,600	16%
Commercial Core	91,670	112,589	109,686	20%	27,000	67%
Pioneer Square	10,791	13,904	11,476	6%	4,800	14%
Chinatown-Int. District	4,055	4,682	4,317	6%	2,800	9%
First Hill/Capitol Hill	32,034	36,171	38,137	19%	11,700	52%
Capitol Hill	6,927	7,437	7,296	5%	3,000	12%
Pike/Pine	3,539	5,770	5,018	42%	1,400	106%
First Hill	18,029	18,829	21,849	21%	6,100	63%
12th Avenue	3,539	4,135	3,974	12%	1,200	36%
Northgate	9,472	11,090	11,469	21%	9,300	21%
University Community	28,386	33,413	34,181	20%	8,500	68%
Ravenna	1,266	2,109	2,005	58%	700	106%
University Northwest	7,141	7,873	8,146	14%	3,000	34%
University Campus	19,979	23,431	24,030	20%	4,800	84%
Uptown	16,733	16,911	16,243	-3%	3,300	-15%
Manuf./Ind. Centers	72,050	83,705	81,697	13%	14,660	66%
BINMIC	14,599	14,969	16,441	13%	3,800	48%
Duwamish	57,451	68,736	65,256	14%	10,860	72%

	Jobs			Change 1995-2001	20-Year Growth Target (1995-2015)	% of Growth Target
	1995	2000	2001			
Hub Urban Villages	36,704	47,574	44,548	21%	21,400	37%
Ballard	4,637	4,540	4,692	1%	3,700	1%
Bitter Lake Village	3,129	4,067	4,142	32%	2,800	36%
Fremont	4,828	5,874	5,645	17%	1,700	48%
Lake City	1,680	1,773	1,594	-5%	2,900	-3%
North Rainier	4,953	5,474	4,801	-3%	3,500	-4%
South Lake Union	15,000	22,965	20,947	40%	4,500	132%
West Seattle Junction	2,477	2,881	2,727	10%	2,300	11%
Residential Villages	28,491	33,660	33,837	19%	N/A	N/A
Outside Centers/Villages	63,673	74,177	73,573	16%	N/A	N/A
Seattle Total	427,877	511,229	502,514	17%	146,600	51%

Source: Washington State Employment Security Department; Puget Sound Regional Council; City of Seattle, Department of Design, Construction & Land Use, 2002

APPENDIX 3: Changes in Traffic Congestion

The Growth Management Act requires that the Comprehensive Plan include arterial and transit level-of-service (LOS) standards to gauge the performance of the City's transportation system. To establish LOS standards, the City identifies the minimum traffic conditions that the city will tolerate under specific circumstances. The City measures these conditions across a group of parallel arterials at specific locations (called "screenlines").

In order to track level-of-service for arterials and transit, the City uses a formula called the v/c ratio (volume-to-capacity ratio). The v/c ratio is equal to the amount of vehicles in an area (volume) during a given time period, compared to the amount that the streets in that area are theoretically able to safely accommodate given posted speeds (capacity). The City measures the v/c ratio across the screenlines identified on the following map. If the v/c ratio approaches the LOS Standard the City intends to pursue strategies to reduce the demand for vehicles to travel across that screenline and/or strategies to increase the operating capacity across the screenline.

Generally, congestion is increasing across the screenlines, with more increases in congestion during the a.m. peak hour. However, the p.m. commute hour continues to experience more congestion than the a.m. commute across the City's screenlines. The most congested areas are across the Ship Canal, in South Lake Union, into Downtown in the morning, and across the West Seattle Bridge. Generally, congestion only occurs in one direction at any given time across a screenline. However, in the evening, drivers crossing the Ship Canal at the University and Montlake bridges, and drivers in South Lake Union experience congestion in both directions.

The biggest increases in congestion have occurred on the Ballard Bridge and in South Lake Union. The v/c ratio on the Ballard Bridge has increased to 1.09 (northbound) during the p.m. peak hour and 1.07 (southbound) in the a.m. peak hour. In 1994, the v/c ratios were 1.02 and 0.91 respectively. The a.m. v/c ratio jumped to 0.99 in 1998 and 1.07 in 2000. The major jump for the northbound direction occurred between 1999 and 2000. The LOS standard for this screenline is 1.2.

The v/c ratio on the screenline in South Lake Union increased from 0.90 in 1994 to 0.99 in 2001 (westbound) during the a.m. peak hour. It has been as high as 1.01 in 1996. The LOS standard for this screenline is 1.2.

Since 1994, capacity has increased across one screenline due to improvements to the 1st Avenue South Bridge. This has resulted in drops in the v/c ratio across screenline 3.12. These drops have been especially strong southbound during the morning and northbound in the evening.

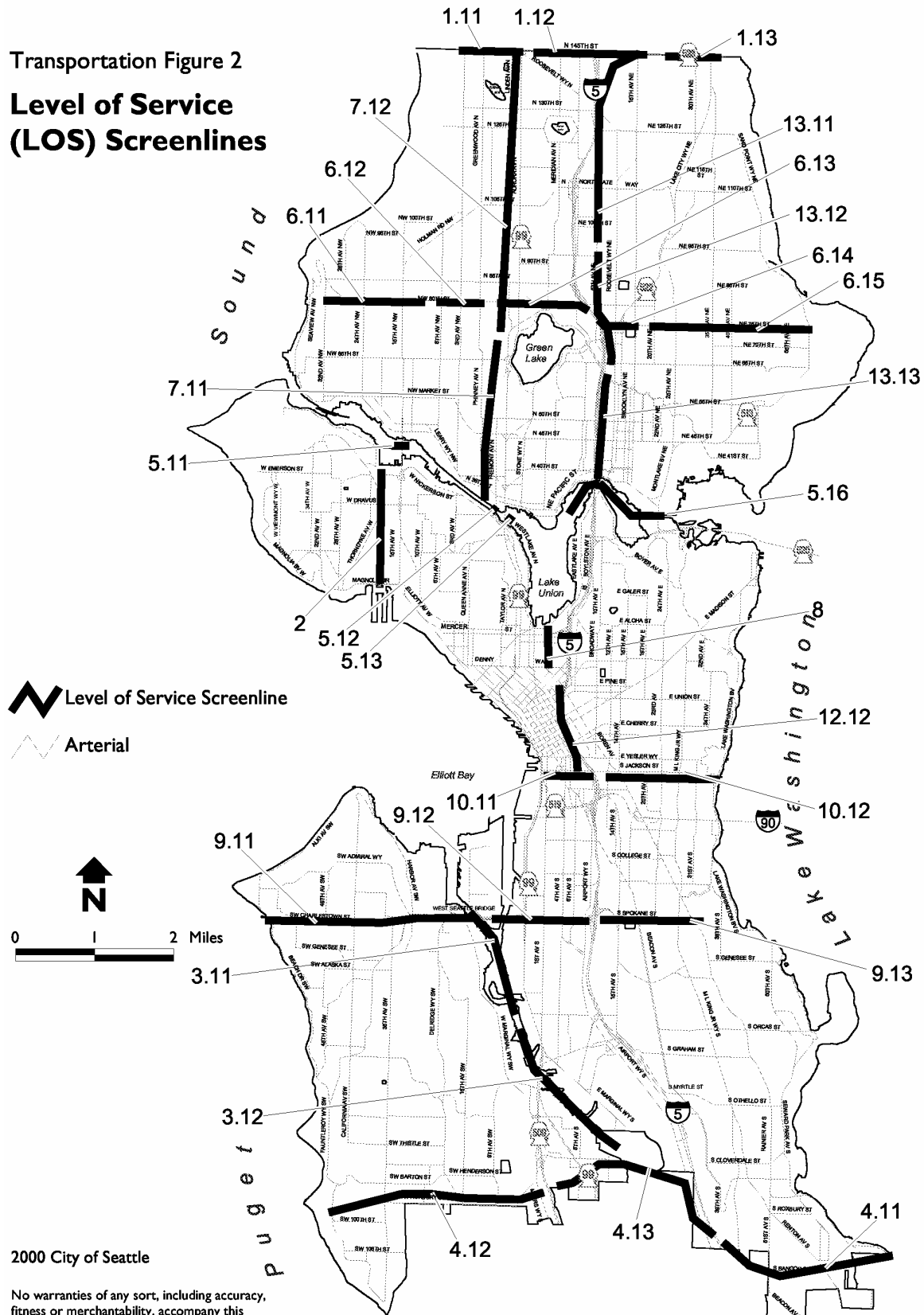
2001 Peak Hour Screenline Volume-To-Capacity Ratios

Screenline Number	Screenline Location	Segment	Direction	V/C Ratio				LOS Standard
				AM Peak Hour		PM Peak Hour		
				1994	2001	1994	2001	
1.11	North City Limit	3rd Ave NW to Aurora Ave N	NB	0.34	0.36	0.85	0.81	1.20
1.12	North City Limit	Meridian Ave N to 15th Ave NE	SB	0.64	0.65	0.51	0.52	1.20
			NB	0.32	0.31	0.80	0.68	
1.13	North City Limit	30th Ave NE to Lake City Way NE	SB	0.68	0.68	0.39	0.38	1.20
			NB	0.34	0.41	0.81	0.85	
2	Magnolia		SB	0.88	0.86	0.50	0.55	
			EB	0.55	0.54	0.47	0.46	
3.11	Duwamish River	West Seattle Fwy and Spokane St.	WB	0.31	0.34	0.63	0.62	1.00
			EB	0.65	0.75	0.40	0.43	
3.12	Duwamish River	1st Ave S and 16th Ave S1	WB	0.26	0.32	0.70	0.76	1.20
			NB	0.80	0.69	0.90	0.44	
4.11	South City Limit	ML King Jr Way to Rainier Ave S	SB	0.81	0.35	0.87	0.72	1.00
			NB	0.29	0.39	0.33	0.37	
4.12	South City Limit	Marine Dr SW to Meyers Way S	SB	0.22	0.26	0.40	0.49	1.00
			NB	0.28	0.30	0.28	0.31	
4.13	South City Limit	SR 99 to Airport Way S	SB	0.18	0.21	0.36	0.39	1.00
			NB	0.47	0.52	0.37	0.35	
5.11	Ship Canal	Ballard Bridge	SB	0.28	0.28	0.44	0.41	1.20
			NB	0.42	0.48	1.02	1.09	
5.12	Ship Canal	Fremont Bridge	SB	0.91	1.07	0.57	0.64	1.20
			NB	0.44	0.52	0.92	0.92	
5.13	Ship Canal	Aurora Ave N	SB	0.76	0.65	0.61	0.61	1.20
			NB	0.43	0.48	1.02	1.01	
5.16	Ship Canal	University and Montlake Bridges	SB	0.94	0.98	0.63	0.63	1.20
			NB	0.78	0.74	0.96	0.95	
6.11	South of NW 80th St	Seaview Ave NW to 15th Ave NW	SB	0.89	0.87	0.85	0.89	1.00
			NB	0.17	0.19	0.42	0.44	
6.12	South of N/NW 80th St	8th Ave NW to Greenwood Ave N	SB	0.39	0.37	0.26	0.28	1.00
			NB	0.20	0.21	0.46	0.46	
6.13	South of N/NE 80th St	Linden Ave N to 1st Ave NE	SB	0.32	0.35	0.29	0.30	1.00
			NB	0.19	0.22	0.43	0.45	
6.14	South of NE 80th St	5th Ave NE to 15th Ave NE	SB	0.39	0.39	0.27	0.33	1.00
			NB	0.22	0.25	0.67	0.67	
6.15	South of NE 80th St	20th Ave NE to Sand Point Way NE	SB	0.72	0.70	0.33	0.41	1.00
			NB	0.21	0.23	0.45	0.48	
7.11	West of Aurora Ave	Fremont Pl N to N 65th St	SB	0.44	0.49	0.31	0.36	1.00
			EB	0.53	0.56	0.43	0.45	
7.12	West of Aurora Ave	N 80th St to N 145th St	WB	0.32	0.34	0.62	0.62	1.00
			EB	0.42	0.42	0.41	0.41	
8	South of Lake Union		WB	0.28	0.30	0.53	0.49	1.20
			EB	0.51	0.55	0.85	0.85	
9.11	South of Spokane St	Beach Dr SW to W Marginal Way SW	WB	0.90	0.99	0.88	0.96	1.00
			NB	0.43	0.45	0.33	0.35	
9.12	South of Spokane St	E Marginal Way S to Airport Way S	SB	0.24	0.26	0.50	0.49	1.00
			NB	0.50	0.58	0.46	0.49	
9.13	South of Spokane St	15th Ave S to Rainier Ave S	SB	0.32	0.35	0.57	0.59	1.00
			NB	0.47	0.61	0.54	0.56	
10.11	South of S Jackson St	Alaskan Way S to 4th Ave S	SB	0.31	0.33	0.63	0.62	1.00
			NB	0.56	0.59	0.58	0.55	
10.12	South of S Jackson St	12th Ave S to Lakeside Ave S	SB	0.44	0.44	0.64	0.57	1.00
			NB	0.53	0.62	0.48	0.48	
12.12	East of CBD		SB	0.27	0.29	0.64	0.60	1.20

¹ Capacity increased across screenline 3.12 in 1999 as a result of improvements to the 1st Ave S. Bridge.

Screenline Number	Screenline Location	Segment	Direction	V/C Ratio				LOS Standard
				AM Peak Hour		PM Peak Hour		
			WB	0.81	0.80	0.58	0.63	
13.11	East of I-5	NE Northgate Way to NE 145th St	EB	0.37	0.37	0.74	0.69	1.00
			WB	0.52	0.47	0.52	0.54	
13.12	East of I-5	NE 65th St to NE 80th St	EB	0.28	0.28	0.41	0.42	1.00
			WB	0.35	0.36	0.37	0.41	
13.13	East of I-5	NE Pacific St to NE Ravenna Blvd	EB	0.64	0.60	0.63	0.60	1.00
			WB	0.37	0.45	0.71	0.74	

Transportation Figure 2
**Level of Service
 (LOS) Screenlines**



APPENDIX 4: Changes in Measures from Previous Reports

The 2002 monitoring report is the third Comprehensive Plan monitoring report published by the City of Seattle. Previous reports were published in 1996 and 1998. With the 2002 monitoring report, a few of the measures used in this report have changed. These changes are a result of changes in data collection. These changes are described below.

Open Space: The criteria for measuring “breathing room” open space have been solidified since the 1998 report was developed. In the Seattle Open Spaces Gap Report, the Department of Parks and Recreation set out a methodology for identifying the land that qualifies as breathing room open space. For example, previous reports may have counted land owned by the Parks Department under lakes and reservoirs as “open space.” This report attempts to remove such areas from the calculations. On the other hand, the “breathing room open space” definition used for this report includes some permanently dedicated open space owned by King County and the Port of Seattle. These areas would not have been counted in 1996 or 1998.

Low-income housing units: This is the first year in which the source of the subsidy for subsidized housing units has been reported. Previous reports focused on the total number of units, but not on the source of funding for those units. Improved record keeping has allowed the City to better track the source of funds for units developed in Seattle. This year the City is also reporting the results of surveys of the homeless conducted by the Seattle/King County Coalition for the Homeless for the first time.

Housing affordability and cost of housing: The 1998 report focused on average house values, rents and household incomes. This report presents data on median value, rent and household incomes. Median values are less influenced by values that are wildly different from most values, than are average values. For example, Bill Gates’ income is more likely to have an influence on average incomes than on median values. Median values are generally a better indicator for housing costs and income than average values, but are not always available in years that the Census is not taken.

Health care insurance: This information is based on an annual survey performed by the Seattle/King County Public Health Department (SKCPH). Due to small sample sizes, SKCPH combined three year periods in order to present statistically significant figures. Unlike data presented in previous years, this data should be available consistently over time.

Water quality: In previous years “swimability” and “fishability” were measured at two locations along the ship canal, and at Pipers and Thorton Creeks. Swimming in Seattle normally occurs at Lake Washington’s beaches, rather than along Lake Union or in the city’s creeks. In addition, access to water quality data has improved for measures of swimability at these beaches. The City has begun to track biological integrity in some of its creeks. The ability of other organisms to live in a creek gives a good indication of the ability of fish to live in those creeks and is a good measure of “fishability.” Biological integrity in these creeks should be able to be tracked over time.

Air quality: As mentioned in the discussion of air quality, federal standards for air quality changed in 1999. These new standards were followed by the Puget Sound Clean Air Agency and will be used in the future to measure air quality.

Tree coverage: Tree coverage data is measured sporadically. The most recent and accurate reports on tree coverage used different measures than were used in previous reports (percent coverage versus quality of canopy). Seattle's Urban Forest Coalition is exploring measures of tree coverage that can be updated over time.

Commuting to Work: New data based on surveys of employers and employees participating in commute trip reduction programs were available for the first time. This data may provide better data on a bi-annual basis than has been available in the past.

Transit ridership: In previous years, transit ridership was measured in terms of weekday per capita ridership. Using weekday ridership meant that rides that took place on weekends or after 6 PM were not covered. This report measures annual ridership, accounting for trips that did not take place during the normal workday. In all three reports, the routes that were counted as "Seattle" routes have changed, depending on service provided (new routes added in Seattle, or routes dropped from Seattle.) In the past, only routes that had their "residential" ends in Seattle were counted. This meant that some routes that have a large majority of their ridership boarding and exiting in Seattle, such as routes along Aurora, were not counted as Seattle routes. For 2002, some of those routes were included.

APPENDIX 5: Sources of Data

Chapter 1: Growth

- Puget Sound Regional Council
- Washington State Employment Security Department
- 1990 and 2000 U.S. Censuses
- 1995 Population and Employment Forecast for Central Puget Sound
- Daily Journal of Commerce, “Local recession worst since the early 1980s”, June 4, 2002
- City of Seattle, Department of Construction and Land Use: permit data

Chapter 2: Community indicators

Volunteering

- City of Seattle Personnel Department, Citywide Residential Survey

Open Space

- Seattle Parks and Recreation Open Spaces Gap Report
- Seattle Parks Department Geographic Information System

Crime

- SPD Annual Reports, 1996-2001

Feeling Safe in Neighborhoods

- Citywide Residential Survey

Home Ownership Rate

- U.S. Census Bureau
- Comprehensive Plan Appendices, Land Use Appendix D, page A11

Number of Households with Children

- U.S. Census Bureau

Chapter 3: Economic Opportunity and Security Indicators

Household Income

- U.S. Census Bureau
- U.S. Bureau of Economic Analysis

Education Level of the Population

- U.S. Census Bureau
- Citywide Residential Surveys

High School Dropout Rate

- King County Annual Growth Reports
- Seattle School District Data Profiles

Teen Births

- Epidemiology, Planning and Evaluation Unit, Public Health-Seattle & King County, 8/02

Low-Income Housing Units

- City of Seattle Office of Housing, Annual responses to King County data request for Countywide Planning Policies
- King County Benchmark Report Indicator 28: Public Dollars Spent on Low-Income Housing
- City of Seattle Consolidated Plan for Housing and Community Development

- City of Seattle, Housing Levy 2002 Reports and Presentations, <http://cityofseattle.net/council/HL2002/reports/index.htm>

Chapter 4: Social Equity Indicators

Housing Affordability and the Cost of Housing

- U.S. Census Bureau
- Seattle-Everett Real Estate Research Reports
- Citywide Residential Surveys
- HSH Associates, www.hsh.com

Income Distribution

- U.S. Census Bureau

Race and Ethnicity

- U.S. Census Bureau

Persons below the Poverty Level

- U.S. Census Bureau

Health Care Insurance Coverage

- Seattle/ King County Public Health Department Surveys
- “Targeting the Uninsured in Washington State”, State Planning Grant Consultant Team: University of Washington Health Policy Analysis Program; Rutgers University Center for State Health Policy; RAND; William M. Mercer, Incorporated; The Foundation for Health Care Quality, April 2002

Chapter 5: Environmental Indicators

Water Quality

- King County Department of Natural Resources and Parks (DNRP): Marine Beach Monitoring Program <http://dnr.metrokc.gov/wlr/waterres/marine/marbch.htm>
- DNRP: Swimming Beach Monitoring Program <http://dnr.metrokc.gov/wlr/waterres/lakes/bacteria.htm>
- City of Seattle, Seattle Public Utilities, “SPU’s benthic invertebrate biological monitoring program”, Power Point Presentation, June, 2002

Air Quality

- Puget Sound Clean Air Agency

Noise Level

- Citywide Residential Surveys

Tree Coverage

- Cascadia Consulting Group, University of Washington, “Seattle Urban Forest Assessment: Sustainability Matrix Report to the City of Seattle Urban Forest Coalition,” July 21, 2000, <http://www.cityofseattle.net/environment/documents/sustainability%20matrix.pdf>

Energy Consumption

- Seattle City Light Annual Reports

Water Use

- City of Seattle 1996 Long Range Water Conservation Plan

- Seattle Public Utilities
- Historical Patterns of Water Consumption (May 1997)
- Environmental Management Initiative
- Draft Energy and Water Conservation Policy

Recycling

- 1995 City of Seattle Comprehensive Solid Waste Management Plan Survey
- 2000 Seattle Public Utilities Tonnage Reports
- Seattle Public Utilities

Commuting to work

- U.S. Census Bureau
- King County Commute Trip Reduction Surveys

Transit Ridership

- Seattle Department of Transportation (SDOT)
- King County/Metro Transit
- Sound Transit

Alternative Transportation Facilities

- SPU Street Network Database (SND)
- WSDOT Office of Urban Mobility
- Seattle Transportation Department
- King County Metro
- Sound Transit